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 SECURITY INFORMATION
 CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT 25X1

CD NO.

COUNTRY East Germany

DATE DISTR. 27 February 1953

SUBJECT Tabulation of Steam Locomotives

NO. OF PAGES 25

PLACE
ACQUIRED

NO. OF ENCLS. 25X1

DATE OF
INFO.SUPPLEMENT TO
REPORT 25X1

This is UNEVALUATED
 Information

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The following information was the monthly tabulation of steam
 locomotives, status of 1 September 1954. UNCODED

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1. Total number of steam locomotives available-

25 YEAR RE-REVIEW

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STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB															
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI															

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Types of Locomotives	Park of Service-able	Operational	Under Repair in Bw	Locomotives in RAW	Waiting for Acceptance in RAW	Total	Park of Damaged Locomotives	Total Stock	Remarks
Locomotives owned by the East German Railroads including coal-dust-firing locomotives	2,932	385	799	747	4,863	606	5,469		
Column locomotives	35	10	18	15	78	-	78		
	291	26	23	21	371	-	371		including 18 locomotives of model 01; 86 of model 50; and 267 of model 52.
Foreign-owned locomotives	16	3	4	5	28	938	966		
Narrow-gauge locomotives	145	23	42	3	213	4	217		including 17 locomotives of 600 mm gauge; 149 with 750 mm gauge; 5 with 900 mm gauge; and 46 with 1,000 mm gauge. ¹

Note. Bw stands for minor repair shop. RAW stands for major repair shop.

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2. Of the state-owned locomotives, 90 were being kept as a reserve of the Directorate General, Railroads, Berlin, and 31 as a reserve of regional railroad headquarters.² Of the column locomotives, 110 were operational, while 151 were being kept as a reserve.³ Two type 90 locomotives built at the IOWA Locomotive Factory in Sabelsburg were assigned to the park of operational locomotives.⁴ A total of 127 locomotives of various types was hired out to industrial enterprises.⁵

1. Comment. As compared with the tabulation for the preceding month, there were the following changes in the various categories of locomotives. The total of state-owned steam locomotives increased by 18 units. As the number of foreign-owned locomotives decreased correspondingly, it is believed that 18 foreign-owned locomotives were transferred to the park of state-owned locomotives. The park of serviceable locomotives decreased by 113 units. This indicates that many of the locomotives are over-age and thus require an excessive amount of repair work, particularly during the cold season. There was no change in the total of column locomotives apart from minor shifts in the categories of serviceable column locomotives and such under repair. Two newly built locomotives with a gauge of 760 mm were assigned to the park of narrow-gauge locomotives. 25X1
2. Comment. While the locomotive reserve of the Directorate General decreased by five units, the reserve kept by the regional railroad headquarters increased by nine locomotives. 25X1
3. Comment. The number of operational column locomotives increased by 22, while the column locomotive reserve decreased by 16 units. It is believed that this was caused by increased Soviet transit traffic through Poland in connection with the resumed exchange of occupation personnel. 25X1
4. Comment. Type 90 locomotives are narrow-gauge locomotives with a gauge of 750 mm. Newly constructed standard-gauge locomotives have not been delivered to the East German railroads to date. 25X1
5. Comment. During the preceding month, a total of 130 locomotives was hired out. 25X1

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